





## Entertainments.

## THEATRE ROYAL.

## THIS EVENING, 16th July.

THE AMERICAN MUSICAL COMEDY & OPERA COMPANY.  
Directors: Mr. Pemberton W. Willard.  
Will make their first appearance at above in  
ALFRED, CHIEF OF POLICE, COME ON!  
DOROTHY.

CAST OF CHARACTERS.  
Geoffrey Wilder - Mr. Charles Fisher.  
Harry Sherwood - H. M. Evans.  
John Tuppitt - C. S. Satch.  
Tom Strutt - H. H. Hagan.  
Luecher - Miss Whiffen O'Grady.  
Dorothy Buntin - Miss Maude Hale.  
Lydia Hawthorne - Mrs. Morris.  
Phyllis - Grace Whiteford.  
Lily Betty - Vera Paley.  
Lily Plumkett - Nellie A. Line.  
Mrs. Pivert - Eva Leanington.  
Act I.—H. R. GARDNER. Act II.—CHAMPEAUX.  
Act III.—THE ROYAL ORCHESTRA.  
Conductor—Mr. S. A. ROBERTSON.

Subscription Nights—Monday, Thursday, and Saturday.  
The Directorates guarantee twelve distinct productions and no repeat on any Subscription Night. Season Ticket for the series, \$24.

To Season Ticket Holders.  
MONDAY & WEDNESDAY, July 16th & 18th—DOROTHY.  
THURSDAY, July 19th—MARTINA.  
SATURDAY, July 21st—Farical Comedy "THE ARABIAN NIGHTS."

Prices \$3, \$2, and \$1. Plan for Messrs KELLY & WALSH, Ld. The Plan for the first performance will be open on Saturday morning.

TRAIN from PEAK 8.45 P.M., return MIDNIGHT.

All communications to PEMBERTON W. WILLARD, Hongkong Hotel. Panel Portraits of the Company by the Celebrated Vander Weyde on view at Messrs KELLY & WALSH, Hongkong Hotel, &c.  
Hongkong, July 16, 1888. 1172

## To-day's Advertisements.

## WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.

## CLOSED, CLOSED, CLOSED, TO-NIGHT!

## TO-NIGHT!!

## TO-NIGHT!!!

## WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.

## THE FASHIONABLE RESORT OF HONGKONG, RE-OPENING

## TO-MORROW (TUESDAY),

## the 17th July, 1888.

## GREAT DOUBLE PROGRAMME.

## THE SCREAMING SKETCH,

## TWO OTHELLOS.

## THE STILT ACT.

## THE CONJURATION ACT.

## ALICE MOORE.

## THE GRACEFUL EQUESTRIENNE.

## N.B.—Look out for the LIVERPOOL STREETPICKERS with all the exciting scenes of a Racecourse.

## Prices of Admission:

Private Boxes containing Six Chairs \$12.00  
Single Chairs in Boxes 2.00  
Dress Circle Chairs 1.50  
Stalls (Carpeted Seats) 50  
Pit 25  
Children under 12 years of age and Naval and Military in Uniform Half-price to all parts except to Pit.

N.B.—No Europeans will be admitted to the Pit.

Boxes and Seats can be reserved at Messrs. KELLY & WALSH, Ld.

ROBT. LOVE, General Agent.

Hongkong, July 16, 1888. 1184

## CANADIAN PACIFIC STEAMSHIP LINE.

## WANTED.

## A SURGEON for the British Steamship Albany.

Apply to  
ADAMSON, BELL & Co., Agents.

Hongkong, July 16, 1888. 1187

## A LADY just arrived from England who teaches good English, Music, Drawing, French and German desires a situation. Highest references. Good salary.

Address: "A. B. C."

Care of China Mail Office.

Hongkong, July 16, 1888. 1189

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY &amp; FOCHOW.

The Co.'s Steamship Namo, Captain Pocock, will be despatched for the above Ports on WEDNESDAY, the 18th Inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, July 16, 1888. 1182

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOT POSTE FRANÇAIS.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship Nippon, Captain Siro, will be despatched for the above Ports on or about WEDNESDAY, the 18th Instant.

G. DE CHAMPEAUX, Agent.

Hongkong, July 16, 1888. 1181

## To-day's Advertisements.

## STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)  
The P. & O. S. N. Co.'s Steamship Matura

will leave for the above places TO-MORROW, 17th Inst., at Noon, instead of as previously advertised.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 16, 1888. 1116

## STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamship Khita

will leave for the above places TO-MORROW, 17th Inst., at Noon, instead of as previously advertised.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 16, 1888. 1188

## THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, SINGAPORE AND BANGKOK.

The Company's Steamship Mongkut, Captain Geo. ANDERSON, will be despatched for the above Ports TO-MORROW, the 17th Inst., at Noon.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, July 16, 1888. 1186

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR AMOY AND TAMSUI.

The Co.'s Steamship Formosa, Captain HALL, will be despatched for the above Ports TO-MORROW, the 17th Instant, at 3 p.m.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, July 16, 1888. 1181

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW CHIWANG, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship Kulsang, Captain SLESSA, will be despatched as above TO-MORROW (TUESDAY), the 17th Instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, July 16, 1888. 1180

## To-day's Advertisements.

## FOR YOKOHAMA AND KOBE.

The Steamship Polyhymnia, Capt. W. SCHAEFER, will be despatched for the above Ports on WEDNESDAY, the 18th Instant, at Noon.

For Freight or Passage, apply to SIMSSEN & Co., Agents.

Hongkong, July 16, 1888. 1183

## FOR NEW YORK VIA SUEZ CANAL.

The Steamship Monmouthshire, Captain, Commander, will be despatched for the above Port on the 21st Instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, July 16, 1888. 1150

## SHIPPING.

## ARRIVALS.

July 15, 1888.—

Kwang Kay, Chinese gunboat, from Canton.

Soochow, British steamer, from Manco.

Kulsang, British steamer, from Whampoa.

Report, American barque, 630, R. G. Watsonhouse, from July 3, General—GOSALVES & Co.

Tsuen, British steamer, 1,450, Allison, from July 13, Tea—BUTTERFIELD & SWIRE.

China, German steamer, 642, J. P. Uderg, from July 11, Paddy—MELCHERS & Co.

British, British steamer, 1,117, Le Boucelier, from July 11, Rico—GIBB, LEVINGSTON & Co.

Caribbrooke, British str., 973, R. Cass, from July 10, Rice and Paddy—MORRIS & RAY.

July 16.—

Oceanic, British steamer, 3,808, Jno. McCallie, from San Francisco June 21, and Yokohama July 10, Mails and General—O. & O. S. S. Co.

Trilow, German str., 1,142, A. Bleicken, from July 12, General—EVANS & SCHULZ & Co.

Delhi, Danish steamer, 355, N. C. Revell, from July 13, and from New York 15, General—ABERNETHY, KILGUS & Co.

Descent, British steamer, 2,022, P. W. Cass, from Bombay June 30, General—P. & W. S. N. Co.

## DEPARTURES.

July 15.—

Glenary, for Shanghai.

Thales, for Coast Ports.

Triumph, for Saigon.

Orestes, for Singapore and London.

Atine, for Swatow.

July 16.—

Choro, for Saigon.

Prichit Maru, for Kutchinotzu.

Heer, for Tientsin.

## CLEARED.

Tinsan, for Sydney.

Soochow, for Hoihow.

Guthrie, for Sydney.

## Vessels Advertised as Loading.

Destination.	Vessels.	Capitain.	Agents.	Date of Leaving.
Amoy and Tamsui.	Formosa (s).	Hall.	Douglas Larpak & Co.	July 17, at 3 p.m.
Bombay, via Straits.	Khiva (s).	...	...	...
Bremen, and Ports of Call.	Prussian (s).	...	...	...
China, via Suez Canal.	Cassandra (s).	...	...	...
London, via Suez Canal.	Chingwa (s).	...	...	...
London and Hamburg.	Ajax (s).	...	...	...
Marasilles, and Ports of Call.	Merionethshire (s).	...	...	...
Nagasaki, Kobe and Yokohama.	Saghalien (s).	...	...	...
New York, via Suez Canal.	Malwa (s).	...	...	...
San Francisco, via Yokohama.	Manmouthshire (s).	...	...	...
San Francisco, via Yokohama.	City of Sydney (s).	...	...	...
San Francisco, via Yokohama.	Oceanic (s).	...	...	...
San Francisco.	E. J. Spence.	...	...	...
Shanghai.	Electra.	...	...	...
Shanghai, via Amoy.	Kulsang (s).	...	...	...
Singapore, Kobe and Yokohama.	Sarpodon (s).	...	...	...
Singapore, Penang and Bombay.	Natal (s).	...	...	...
Swatow, Amoy and Fochow.	Swatow (s).	...	...	...
Yazouy (B.C.), via Yokohama.	Yazouy (s).	...	...	...
Yokohama and San Francisco.	Danube (s).	...	...	...
Yokohama, Kobe and Nagasaki.	General Werdor (s).	...	...	...
Yokohama and Kobe.	Polyhymnia (s).	...	...	...

## SHARE LIST—QUOTATIONS.

JULY 16, 1888.

Stocks.	No. of Shares.	Value.	Paid-up.	Position per Last Report.	Balance, forward.	Last Dividend.	Closing Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	50,000	\$ 125	all	\$ 3,930,000	\$ 20,003.01 at 30/ for 1 year working a/c	30/ for 1 year to Dec. 31/87	\$102 3/4 prem.
INSURANCES.							
North-China Insurance Co., Ltd.	5,000	£ 200	all	£ 101,500	£ 406,132.00	£ 23.65 for 1886	£ 376 ex div.
Yangtze Insurance Company, Ltd.	8,000	£ 25	all	£ 50,000	£ 3,059,767 1/2 for 1886	£ 77	
China Insurance Society Co., Ltd.	10,000	£ 250	all	£ 250,000	£ 514,022.00 for 1886	£ 97	
China Traders Insurance Co., Ltd.	10,000	£ 83 1/2	all	£ 8,400	£ 243,040.00 for 1886	£ 37	
Canton Insurance Office Co., Ltd.	10,000	£ 25	all	£ 250,000	£ 429,307.00 for 1886	£ 75	
Chinese Insurance Co., Limited.	1,000	£ 100	all	£ 100,000	£ 127,771.28 for 1886	£ 184	
Hongkong Fire Insurance Co., Ltd.	8,000	£ 25	all	£ 200,000	£ 252,243.30 for 1886	£ 315	
China Fire Insurance Co., Ltd.	10,000	£ 10	all	£ 100,000	£ 204,003.80 for 1886	£ 77	
Singapore Insurance Company, Ltd.	40,000	£ 100	all	£ 4,000,000	£ 17,000	£ 116	
The Straits Fire Insurance Co., Ltd.	20,000	£ 100	all	£ 2,000,000	£ 79,432.52 for 1886	£ 118	
The Thistle Insurance Co., Ltd.	30,000	£ 100	all	£ 3,000,000	£ 79,832.02	£ 244	
STEAMBOAT COMPANIES.							
H.K. & M. Steamship Co., Ltd.	40,000	\$ 20	all	\$ 800,000	\$ 3,696.70 7 1/2 half year	Dec. 31/87	\$224
Douglas Steamship Co., Limited.	20,000	\$ 50	all	\$ 1,000,000	\$ 115,131	8 1/2	\$67
Indo-China S. N. Company, Limited.	18,387	£ 10 1/2	all	£ 183,870	£ 4,887.50 5 1/2 for 1886/7	10 1/2	dis. sellers
China and Manila S. S. Co., Ltd.	3,500	\$ 60	all	\$ 210,000	£ 18,886 7/8		\$80, buyers
MISCELLANEOUS.							
H.K. & Whampoa Dock Co., Ltd.	12,500	£ 10	all	£ 125,000	£ 1,901.38 10 1/4 for 1887 3/4 prem.		sales
H.K. & China Gas Co., Limited.	5,100	£ 10	all	£ 51,000	£ 1,637.31 10 1/2 and 2 1/2		bonus for '84
New Shares.	1,900	£ 10 1/2	all	£ 19,000	£ 678.94	35 half year	\$170
Hongkong Hotel Company, Ltd.	3,000	£ 100	all	£ 300,000	£ 15,741.03	10 1/4 for 1887	\$189
China Sugar Company, Limited.	15,000	£ 10	all	£ 150,000	£ 429.60 16 1/2 for 1887	1882	nominal
Hongkong Ice Company, Limited.	5,000	£ 20	all	£ 100,000	£ 514.50	10 1/2 for 1886	\$95
Hongkong Bakery Company, Ltd.	5,000	£ 10	all	£ 50,000	£ 239,303.18	None	\$60
Luzon Sugar Company, Limited.	7,000	£ 10	all	£ 70,000	£ 111.18	18	100
Perak Sugar Cultivation Co., Ltd.	5,000	£ 10	all	£ 50,000	£ 111	100	100
Perak Tin Mining & Sling Co., Ltd.	5,000	£ 10	all	£ 50,000	£ 111	100	100
Punjab & Sindhia Dug Sanatan	40,000	£ 10	all	£ 400,000	£ 4	67 1/2 prem.	buyers
Ming Co.	17,000	£ 100	all	£ 1,700,000	£ 4	67 1/2 prem.	buyers
H.K. & Row, Wheel & Godown Co.	3,000	£ 10	all	£ 30,000	£ 4	67 1/2 prem.	buyers
H.K. Rope Manufacturing Co., Ltd.	3,000	£ 100	all	£ 300,000	£ 411.47	13 1/2 for 1887	9 1/2 prem.
A. S. Watson & Co., Limited.	3,800	£ 100	all	£ 380,000	£ 20,000	13 1/2 for 1887	210 1/2 prem.
H.K. High-Level Tramways Co., Ltd.	1,250	£ 100	all	£ 125,000	£ 4	67 1/2 prem.	buyers
Societe Francaise de Charbonnages du Tonkin	8,000	£ 50	all	£ 400,000	£ 4	67 1/2 prem.	buyers
LOANS.							
Chinese Imperial 1884	5,500	\$ 500	all	\$ 2,750,000	8 1/2	yearly, 30 June	4 1/2 prem.
" 1884	5,500	\$ 500	all	\$ 2,750,000	8 1/2	yearly, 30 June	4 1/2 prem.
" 1886	5,500	\$ 500	all	\$ 2,750,000	7 1/2	yearly, 30 June	4 1/2 prem.

\* Equalization of Dividend Fund. \* Depreciation and Insurance Fund. \* At debit.

## PASSENGERS.

## Assured.

Per Eorrt, from Hoiho, Mrs. Waterhouse and children.  
Per China, from Saigon, 75 Chinese.  
Per Caribbrooke, from Saigon, 6 Chinese.  
Per Oceanic, from San Francisco, &c., Messrs W. Christy, H. P. Hopper, Jr., J. Hunt, and 319 Chinese.  
Per Trilow, from Saigon, 118 Chinese.  
Per Adie, from Pakhoi, 20 Chinese, 3 women, and 4 children.  
Per Decan, from Bombay, &c., Col. Badgley, Mr. Robertson, Mr. L. L. Leek and native servant, and 81 Chinese.

## To Depart.

Per Tinsan, for Sydney, 4 Europeans.  
Per Soochow, for Hoihow, 100 Chinese.  
Per Guthrie, for Sydney, 3 Europeans.

## SHIPPING REPORTS.

The German steamer China reports: About 120 miles S.W. from Ludrona Islands, on the 10th July, from 8 p.m. to 12 p.m., had a violent thunderstorm, with heavy rain from N.W., after that strong S.W. wind, with heavy sea (barometer 30.0), and squalls to port.  
The British steamer Caribbrooke reports: Sailed from Saigon at 0.40 p.m., 10th inst., had fresh to moderate monsoon, with fine weather and following sea to lat. 25° N.; thence to port, northerly wind and sea, with moderate weather and occasional squall and rain; anchored outside Green Island at 10.45 p.m., 14th instant, and proceeded into port next morning at daylight.  
The British steamer Oceanic reports: Left San Francisco June 21st, first six days strong head wind and sea; thence to Yokohama fine weather. Arrived Yokohama July 9th. Sailed from Yokohama on July 10th, until within 200 miles N.E. off Turnabout, light moderate and southerly wind and fine weather. Thence to Turnabout increasing strong S.E. winds and high seas, backing to N.E. entering Formosa Channel and dirty appearance, Turnabout to Dodd Island, light northerly winds veering to E. and S.E. off Chapel Island, increasing to moderate gale, with hard squalls and a high sea. Southern sea to Breaker Point; when it moderated, wind steady at S. to S.E., with high southerly sea to port.  
The German steamer Trilow reports: Had moderate weather, from port to port.

## POST OFFICE NOTICES.

MAILS will close:—  
FOR SWATOW, SINGAPORE & BANGKOK.—  
Per Monka,







These figures show a decrease of nearly 300 in the admissions, and a decrease of nearly 100 in the daily average number in the Gaol.

The record of prisoners in the prison Hospital last year shows an increase of 27 as compared with 1886, while the number of deaths shows a decrease of 3. In 1886 there were in that Hospital 229 cases and 9 deaths, in 1887, 263 cases and 6 deaths. In 1886 there were two suicides and two sudden deaths in the cells. In 1887 two suicides and one sudden death.

As usual there were no evidences of suffering from the deprivation of food, the opium, though almost to any form was carefully excluded from their treatment. The exclusion of opium is rigidly adhered to unless the treatment of the disease imperatively demands it; this, however, did not happen to be the case with any of the opium smoking prisoners under treatment last year.

I give the ages, consumption, and weights of the largest consumers received into Gaol. They were six in number, all had habitually consumed a maco, i.e., half-an-ounce of opium daily, the time they have been addicted to the habit of opium smoking is also set forth.

Age.	Consumption per opium diem.	Weight on admission.	Weight at end of 4 weeks.
36	20	4 maco	100
47	40	"	109
52	30	"	120
78	35	"	96
70	36	"	106
72	36	"	75

Those marked with an asterisk were under treatment for general debility, the others were under no treatment for other ailments. It will be gathered from these figures that the opium smoking habit does not interfere with the digestive powers. These men all consumed an amount of opium equivalent in value to 30 cents a day or \$0 per month. Therefore they must have been of a comparatively well to do class, and when at liberty could afford better food than the average Gaol diet. In order to live well (for instance, as well as the best class of Chinese servants) it need not have cost them more than \$3 per month for food.

Of the three not under treatment two decreased in weight, and the one who is 78 years old remained the same. A maco is a diet that can digest the ordinary Gaol diet and keep his weight must have his digestive powers in excellent order.

There were 78 opium smokers of one maco a day received into Gaol, of whom 17 were taken into Hospital, none of them having any serious complaints as Table XII shows.

Moreover it must be remembered that opium smoking prisoners not under treatment have the ordinary rice and water diet one day every week, which would tend to decrease their weight. Notwithstanding this, however, most of those weighing under a hundred pounds remain of the average weight. The Chinese of the chain-gang are picked from the strongest of the prisoners, and their average weight is 110 lbs. It is only reasonable to expect that those who are above the average weight on admission should not add to it, and that it is idle to talk of the suffering which the deprivation of the opium entails. I do not think the suffering attendant on that deprivation is more than that of a tobacco smoker, if so great.

Opium smoking held forth as the Chinese man's greatest vice is certainly not to be compared in its evil effects with the European vice of spirit drinking, a habit to which the Chinese as a nation are not given. Instead of making such an outcry and wasting large sums of money in trying to reclaim the Chinese one cannot but reflect with how much greater advantage we might look nearer home and attend to our own need of reform, in respect of intemperance.

From the last September Dr. Marques took over the medical charge of the Gaol from me, and I have had medical charge of the Lock Hospital.

Table XII gives the number, nationality, disease, and description of patients admitted to the Lunatic Asylum during the past year.

Nine were admitted during the year, of these three remain.

Fortunately there were no females in the Asylum at the end of the year, and it was therefore possible to utilize the empty ward as a small-pox hospital for European females.

THE TOTAL number of patients treated in this Hospital was 2,231, of these 1,213 died, 376 having been admitted already in a moribund condition. The great majority admitted into this Institution are incurable in a destitute condition.

The number of out-patients treated was 139,010.

There remained in the Hospital at the end of the year, 168 cases.

There were no small-pox cases in the small-pox wards of this Hospital at the beginning of the year, but 310 were admitted during the last two months, of these 221 died. The majority of the admissions were children, a large proportion of whom were under four years of age and nearly all unvaccinated, 1,138 vaccinations were successfully performed by the vaccinators attached to the Hospital, which is entirely under the management of the Chinese.

This year the new Lock Hospital will be given up to the special use for which it was designed. For the last two years it has been occupied as a portion of the Government Civil Hospital, but the new wing being recently finished this accommodation will no longer be required.

On the 1st of September, 1887, by an order from Her Majesty's Government the compulsory medical examination of women was abolished. This decision having been announced to them the Europeans, Japanese, and Chinese petitioned for the continuation of the examinations, the Chinese requesting that I should again take charge of this duty.

Every woman was interviewed separately by the Registrar-General at his office with a view to ascertaining if the request was entirely voluntary and whether any pressure had been put upon the petitioners by the keepers of houses of ill-fame. But such was not found to be the case.

On their attending the Hospital when I took charge on the 1st of September, I made it perfectly clear to them that they were not compelled to continue their visits unless they wished to do so, and every woman admitted to Hospital has since been told that she is under no compulsion to remain, that she is free to go or to stay as she pleases and only in one or two trivial cases have I even had any occasion to advise them to remain. The attendance weekly has been very regular and orderly, and I have had no trouble with them what ever. I have no hesitation in saying that had these examinations been discontinued it would have been nothing short of a disaster to the health of the Colony. It was the steady attendance of women of three different nationalities should have shown such unanimous good sense and appreciation of the benefit to themselves of these examinations. Their decision speaks well for the way the examinations have been conducted, and the fact that the women treated should voluntarily have expressed a desire for a continuation of the practice and that no repugnance has been shown by them, prove that kind and civil treatment has not been misapplied in their case. These voluntary examinations have been now going on for over eight months up to the date of my forwarding this Report. I have had no complaint from any of the women of the treatment received by them from the nurses or attendant at the Hospital.

However, taking everything into consideration the type of disease from this source is for the most part of the mildest, and both the Military and Naval Authorities bear witness that no other British station shows such freedom from venereal disease of a bad type as Hongkong.

Table XIII shows the rate of mortality amongst European and American residents in Hongkong for the last ten years from all causes of disease. The number and percentage are the highest ever recorded, although during the year previous we had a light cholera epidemic. In 1887 small-pox became epidemic but the mortality from this disease in no way accounts for the increased death rate. In 1887 the deaths were 138 as compared with 103 in 1886 and 99 in 1885. The percentage of deaths to the population is 4.64 nearly doubling the average of the previous ten years. Dr. Ayres writes in his report that he has made a mistake in this paragraph. "The deaths in 1887 were 103, not 138, and the percentage 3.55, not 4.64."

I give below the Bills of Mortality for the fourteen years that I have been in the Colony amongst the Europeans and Chinese, as registered in Hongkong, from diseases that may be among other causes attributable to insanitary homes, filth, poison, and overcrowding. As against the increased percentage of deaths from all causes it is satisfactory to note that the percentage from preventable diseases is still diminishing, though the population is increasing so rapidly from year to year.

In respect of these diseases which may owe their origin to insanitary conditions, we see that the European table of deaths keeps about the same average, while the Chinese table shows a very marked reduction, in fact the latter has never been so low for the previous ten years. The improved methods of surface scavenging and the thorough cleansing of tenements at certain periods, insisted on by the Sanitary Board for the last three years, appear to be doing a great amount of practical good. In 1886 there was a decrease in this table of nearly 400 deaths as compared with 1885; this year there is another decrease of nearly 400 deaths as compared with 1886. With these facts before us the Sanitary Board must have every reason to be satisfied with the result of their work in the practical sanitation of the town, although their best efforts will be, I fear, but of little comparative avail until their hands are strengthened by the new Public Health Ordinances, which it is very deeply to be regretted should not have been confirmed and brought into operation last year.

During 1887-8 fever has prevailed extensively in the extreme Western District along the upper levels of Victoria, and a Medical Commission has been appointed by His Excellency the Governor to enquire into the nature and cause of the disease and to suggest preventive measures. The Commission has not yet submitted its Report.

In November, a very serious outbreak of small-pox occurred; there were 15 deaths among Europeans and 233 deaths among Chinese from this cause up to the end of the year. There was at the time a very large demand for vaccine, and the latter was telegraphed for to Japan, Australia, and England. The calf-lymph procured from Japan was found admirably put up for travelling, it arrived in excellent condition, and was effective and satisfactory.

The small-pox epidemic was severe, while the last, and necessitated the building of a temporary mat Hospital with 100 beds in the Government Civil Hospital grounds. So large was the number of admissions that it reached 50 cases in Hospital at one time. Thanks to the precautions and the energetic measures taken by the Sanitary Board, this epidemic was not of long duration. An Ordinance for the compulsory vaccination of infants has since been passed, and it will be interesting to see whether it can be successfully enforced among the Chinese population.

As the Government Medical Staff of the Colony at present stands each member of it has his full complement of work, and there is no relief possible in case of emergency, except from outside sources, which cannot always be depended upon. If any member of the Medical Staff falls sick there is no one to take his place. None of us as a nation have without great personal loss, as according to the Rules of the Service every officer absent on furlough has to find a substitute. The finding of a substitute is feasible in almost every other Department without detriment to the individual who takes his leave, for there is always some brother officer in the service who can take his place, or his limited duties of duty render it possible for him to find outside assistance. With the Medical Department, however, such is not the case. The duties require the incumbent of the office to be on duty at all times night and day, and there is no one in the Service that can relieve him. The Army Medical Department have hitherto come to our relief, but this cooperation cannot always be depended on, as from press of work, sickness, or other cause, the Army Medical Staff may be short of hands themselves. If therefore the recent recommendation of the Sanitary Board in favour of an Epidemic Hospital outside of the town be carried out it would be absolutely necessary to obtain the permanent services of an additional Surgeon. I have the honour to be, Sir, your obedient servant,

PH. B. C. AYRES,  
Colonial Surgeon.

The Hon. F. Stewart, Colonial Secretary.

REPORT OF THE GOVERNMENT ANALYST.  
Government Civil Hospital,  
Hongkong, 21st April, 1888.

Sir,—I have the honour to forward a statement of the work done in the temporary laboratory of this Hospital during the year 1887.

During the months of February, March, and April analysis of 323 waters derived from wells or springs within the City of Victoria were made at the request of the Sanitary Board. My instructions were to supply "separate the wells into two classes, viz. those which were evidently much polluted and those which were not." Many of these waters had been examined in former years and in previous special and annual reports I have expressed my views on the danger incurred by the public in having recourse to the shallow wells in this City for a supply of water for domestic purposes. In judging of the pollution of these wells some considerable care was taken to

ascertain the existence or absence of nitrates in the water, in which in shallow wells, nitrates being, in the opinion of most chemists, held as conclusive evidence of the presence, in the water under examination, of fresh decomposing sewage.

Of the 323 waters examined 223 or 69 per cent. showed unmistakable evidence of the presence of nitrates; and 199 or 62 per cent. contained considerable quantities of free ammonia. The specimens of good well water I have analyzed in this Colony have been found to contain practically no free ammonia and certainly not even the faintest trace of nitrates.

In all cases an accurate determination was made of the amount of Chlorine present in the water and after a careful consideration of the chemical data and an inspection in many instances of the localities whence the samples were drawn, I placed 233 of the samples at 71 per cent. in the category of waters that were evidently much polluted.

I may add that the greater part of the remaining 95 samples contained Chlorine considerably in excess of the quantity found in water derived from wells that are without doubt uncontaminated; and in the last report on water analysis I submitted to the Board, a recommendation was made that when an abundant water supply was available the Government would do well to order the closing of all wells in the City of Victoria.

During the year nine samples of milk which had been obtained by the Nuisance Inspectors were analyzed at the request of the Sanitary Board. Of these three were returned as being adulterated. One of the specimens was estimated to contain at least 50 per cent. of water.

Some time ago the necessity of checking the quality of the milk supplied to the Civil Hospital was very clearly demonstrated to the Civil Medical Staff, and it was decided that once a month samples from the morning and evening milk delivered by the contractor were to be analyzed.

To enable me to form a proper estimate of the quality of the milk an analysis is made, regularly once a month, of a sample selected at the Contractor's Farm from the mixed product of the whole dairy.

Too much weight cannot be attached to the necessity of providing the milk with milk of the best quality seeing that in many cases it forms their sole article of diet. Mr. Rogers, the Hospital Steward, has been, for some months, in the habit of noting the Specific Gravity and Temperature of every delivery so that all possible precautions are now taken to prevent an inferior article being sent up to the wards for the patient's consumption.

In all 26 samples of milk were analyzed during the year. The process adopted in every case is the one devised some years ago by Dr. James Bell, the Principal of the Somerset House Laboratory.

## Mails.

## NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

## MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

## LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 19th of July, 1888, at Noon, the Company's S.S. SAGHLEEN, Commandant HONORARY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 18th July, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, July 6, 1888. 1126

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco via Yokohama, on SATURDAY, the 28th Instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco ... \$200.00 To San Francisco and return, ... 350.00 To Liverpool for 6 months ... 325.00 To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, July 11, 1888. 1161

Mails.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U.S. Mail Steamship OTTY OF SYDNEY will be despatched for San Francisco via Yokohama on THURSDAY, the 10th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco ... \$200.00 To San Francisco and return, ... 350.00 To Liverpool ... 325.00 To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, July 3, 1888. 1103

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAYS LINES & STEAMERS.

THE British Steamship ALBANY, 3,451 Tons Register, Pouter, Commander, will be despatched for VAN COUVER, B.C., and SAN FRANCISCO, via KOBE and YOKOHAMA, on THURSDAY, the 26th July, at 3 p.m.

To be followed by the S.S. BATAVIA, on the 28th July, and the S.S. FANTHIA, on the 30th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver or Victoria, Mex. \$160.00 To San Francisco ... 175.00 To all common points in Canada and the United States ... 230.00 To Liverpool ... 300.00 To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 25th July.

All Parcels must be sent to our Office and should be marked to address in full and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,  
Agents.

Hongkong, July 13, 1888. 1171

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTH AMERICA TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 2nd day of August, 1888, at 10 a.m., the Company's Steamship PRINCESS OF WALE, Capt. G. Romer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo and Specie will be received on board until 4 p.m., and Parcels until 10 a.m. on the 1st August, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELOHERS & Co.,  
Agents.

Hongkong, July 6, 1888. 1193

Merchant Vessels in Hongkong Harbour.

Excludes of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albany	3	Porter	Brit. str.	1750	July 9	Adams, Bell & Co.	Singapore	19th inst.
Bentley	3	Boutwell	Brit. str.	1119	July 10	Gibb, Livingston & Co.	Yokohama	19th inst.
Canton	5	Tognasso	Ger. str.	1490	July 11	Carlson & Co.	Singapore	19th inst.
Canton	5	Brenner	Brit. str.	1111	July 14	Jardine, Matheson & Co.	Singapore	19th inst.
Carlebrook	3	Cass	Brit. str.	973	July 15	Morris & Day	San Francisco	10th inst.
China	5	Udlerup	Ger. str.	648	July 9	Melchers & Co.	Swatow & Bangkok	K'loon Dock
City of Sydney	5	Officer	Amer. str.	3016	July 9	P. M. S. Co.	Yokohama	To-morrow
Daube	3	Phillips	Brit. str.	584	July 10	A. R. Marty	Yokohama	To-morrow
Doutours	3	Officer	Ger. str.	1197	July 12	Ed. Schallhaas & Co.	Yokohama	To-morrow
Davangong	3	Loeff	Brit. str.	1057	July 13	Yuen Fat Hong	Swatow & Bangkok	K'loon Dock
Duburg	3	Bertelsen	Ger. str.	927	July 12	Melchers & Co.	Amoy and Tamsui	To-morrow
Formosa	5	Hall	Brit. str.	674	July 10	Douglas Steamship Co.	Yokohama	To-morrow
General Werder	10	Schulze	Ger. str.	1420	July 10	Melchers & Co.	Sydney	To-morrow
Guthrie	5	Officer	Brit. str.	1500	July 10	Russell & Co.	Sydney	To-morrow
Independent	3	Schaffer	Brit. str.	971	July 10	Wheeler & Co.	Sydney	To-morrow
Khiva	12	Crowe	Brit. str.	1452	July 10	P. & O. S. N. Co.	Sydney	To-morrow
Kong Beng	4	Jones	Brit. str.	862	July 13	Yuen Fat Hong	Swatow & Bangkok	K'loon Dock
Kuatsang	11	Stacey	Brit. str.	1495	July 15	Jardine, Matheson & Co.	Shanghai	To-morrow
Malva	5	Officer	Brit. str.	1707	July 12	P. & O. S. N. Co.	Kobe & Yokohama	To-morrow
Marie	5	Eichmann	Ger. str.	704	July 13	A. R. Marty	Haiphong	To-morrow
Mongkut	3	Anderson	Brit. str.	859	July 12	Yuen Fat Hong	Swatow & Bangkok	To-morrow
Namoa	3	Pocock	Brit. str.	826	July 12	Douglas Steamship Co.	Coast Ports	18th inst.
Oceanic	3	Metcalfe	Brit. str.	3808	July 16	P. & O. S. N. Co.	Yokohama & Kobe	18th inst.
Pilot Fish	3	Stapan	Brit. str.	161	Sept. 27	H. K. & W. Dock Co.	Yokohama & Kobe	18th inst.
Polyhymnia	3	Officer	Ger. str.	1003	July 13	Simsen & Co.	Yokohama	To-morrow
Sochoow	3	Rowin	Brit. str.	313	July 15	Butterfield & Swire	Sydney, &c.	To-day
Tainan	3	Callison	Brit. str.	1453	July 13	Sanders & Co.	Sydney, &c.	To-day
Waying								